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UNIVERSITY OF CALIFORNIA

Circulation Element

Adopted June 21, 1999

Quad Knopf

I. INTRODUCTION

A. BACKGROUND AND PURPOSE

The Circulation Element of Gridley's General Plan establishes general goals and policies, emphasizing cost efficiency, convenience, safety, and efficient movement of goods and people.

The Circulation Element of the Gridley General Plan describes the existing movement of people and goods and seeks to provide for future conditions. The automobile, rail, bicycle, and pedestrian circulation systems treated are interdependent; planning for them is related to all other Gridley General Plan Elements.

It is the purpose of this Circulation Element to suggest ways to maximize the resources of the circulation system by responding to the development consequences of General Plan and zoning decisions. Hence, flexibility is built into statements concerning future conditions to provide a means for a continuing balance between the placement and movement of people and goods.

A General Plan Support Document has been prepared as background information for this Circulation Element. The Support Document includes general background information for circulation and other General Plan policies, as well as specific background information for establishment of the City's Sphere of Influence, growth rate assumptions and projections, and anticipated phasing. Additional information related to circulation and transportation can be found in Section 6 of the Public Facilities Element.

II. GOALS AND POLICIES

Through its Circulation Element, the City of Gridley establishes the following goals and policies:

A. GOALS

1. To coordinate elements of the city circulation system with county, state and federal transportation systems.
2. To minimize circulation and transportation costs to the City while providing reasonable access to and from the City as well as to facilitate efficient internal movement.
3. To provide a circulation system in and adjoining commercial areas which promotes safety and minimizes traffic congestion.
4. To provide a safe and practical circulation system.

5. To provide circulation throughout the City so that it is the least disruptive to existing residential areas while assuring that all of the City has a level of access consistent with the need for public safety and general welfare.
6. To provide a circulation system that utilizes a broad range of transportation modes.

B. POLICIES

1. Require new development to share the cost of improvements necessary to maintain adequate service levels in areas affected by said development.
2. Limit access along roads in commercial strip development.
3. Where possible, require two access routes for all major new developments with both routes preferably avoiding residential neighborhoods.
4. Permit private streets when they are deemed to be in the public interest, constructed consistent with City street standards whenever feasible, and their maintenance is guaranteed.
5. Include provisions for preserving the Highway 99 Bypass route in the review of development projects.
6. Facilitate circulation within the City by improving the capacity of existing arterials and, if needed, by the designation of new routes, as shown on the Circulation Element Diagram.
7. Encourage construction of sidewalks along all street frontages throughout the city.
8. Encourage use of alternate modes of transportation, including bus, bicycle and walking, to reduce demands upon the street system.
9. Establish right-of-way widths by street classification, as set forth in Table 1, below:

**TABLE 1
RIGHT-OF-WAY WIDTH STANDARDS**

State Highway 99	90 feet
Arterial or Major Collector (4 lanes)	84 feet
Minor Collector or Local Street (2 lanes)	60 feet
Substandard Streets (Listed in the General Plan Support Document)	To be determined by the Planning Commission and / or the City Council

10. Establish a standard of level of Service "C" for local designated arterial streets, Level of Service "D" for intersections with designated local arterial streets, and Level of Service "E" for State Highway 99.
11. The City shall commit \$350,000 as its contribution to the Highway 99 improvement project that includes widening the Highway between Magnolia Street (East Gridley Road) and Spruce Street, installation of a continuous left-turn lane, and coordination of new and existing traffic signals, provided that the remaining funding is made available by other affected agencies.

C. ENVIRONMENTAL MITIGATIONS

The following mitigation were adopted as part of the Final Environmental Impact Report (FEIR) for the City of Gridley General Plan Amendments and Sphere of Influence Amendment (SCH #98082061). Gridley City Council certified the FEIR by adoption of Resolution No. 20 (1999 Series) on June 21, 1999.

- 3.5-1 City to require discretionary permits for new development of undeveloped land for projects with 50+ residential units or 25,000+ sq. ft. commercial development (or equivalent non-residential use) to provide traffic impact studies to address circulation impacts and implement mitigation measures to avoid or reduce impacts on intersection and roadway segments to Circulation Element level of service standards.
- 3.7-4 City to require traffic impact analyses (per Mitigation Measure # 3.5-1) to include analysis of impacts on County roadways as relevant. Recommended improvements to be implemented consistent with policies of Circulation Element and Public Facilities Element.

III. EXISTING CIRCULATION SYSTEM

A. EXISTING PRIMARY CIRCULATION ROUTES AND STREET SYSTEM

Streets of Area-Wide Significance

Figure 2 (at the end of this document) illustrates the location of Gridley's significant destinations and travel routes. The figure indicates that three regional transportation corridors dominate the circulation system in Gridley and the immediate area:

1. Highway 99 travels through the city, east of center. As a State Highway, it carries high volume traffic, most of which originates somewhere other than Gridley. However, the highway is virtually the only north-south route available through the half of the city that is east of the railroad tracks. Therefore the highway is likely to be used during most vehicle trips in that area, until Bonnell Avenue is extended (see Circulation Diagram).

South half of Gridley: In the late 1960's, Caltrans widened Highway 99 to provide five lanes from West Liberty Road to East Gridley Road. The level of service south of East Gridley Road is presently as good as it is ever likely to be, unless and until the proposed highway bypass is constructed (see discussion below). However, improvements to the Cherry Street and West Liberty Road/Hollis Lane intersections have been the subject of study, and are discussed briefly in the description of proposed improvements, below.

North half of Gridley: North of East Gridley Road, the number of lanes in Highway 99 varies from block to block. There are four lanes between East Gridley Road and Spruce Street, there is no signal at the Sycamore Street intersection, and there is no left-turn lane at either Sycamore or Hazel Streets. The highway widens to five lanes between Spruce Street and Ford Avenue, but narrows to four lanes at Ford Avenue, and then to three lanes at Butte Water District's Lateral No. 4 a short distance north of Ford Avenue. The highway was not widened more in the north part of town because of the location of several existing businesses, and the location of the headwalls of the irrigation canal. Caltrans did not acquire extra right-of-way north of the canal because of soil contamination at the gas station adjacent to the highway.

2. Colusa Highway/East Gridley Road travels through the city, slightly north of center. As the only east-west route to major destinations beyond the city, the two sections of road on opposite ends of town carry a relatively high volume of traffic that does not originate locally. Both roads are currently two-lane, and even the portions already in the city are generally without curbs, gutters and sidewalks.

Gridley has designated these streets as local arterials, which means that no direct access to the roads will be permitted as new lots are created adjacent to them. Therefore, all new lots adjacent to either road must provide "double-fronted" improvements, which significantly adds to the cost of development.

3. The railroad tracks bisect the city on a diagonal line. There are five crossings in the center of town. The closest crossing south of the city is at West Liberty Road, which is about one-half mile away. The closest crossing north of the city is in Biggs, which is over three miles away. The merger of the Union Pacific and Southern Pacific Railroads may significantly increase the amount of rail traffic through Gridley. All of the city's railroad crossings are at-grade. Consequently, emergency vehicles do not have quick access to one-half of the city when trains block the crossings.

Other streets of area-wide importance include:

- Spruce Street, which has an 80-foot right-of-way and a 58-foot paved width, is designated as the local arterial that connects the west side of the city with Highway 99. Although Sycamore Street provides a more direct connection between the

Colusa Highway and East Gridley Road, it passes a local school, and it has a narrower right-of-way and no signal at the intersection with Highway 99.

- West Biggs-Gridley Road, which has a 66-foot right-of-way and a 38-foot paved width in the vicinity of Spruce Street, is designated as a local north/south arterial because of the high volume of truck traffic between local farmlands. Currently, there are no turn pockets at intersections with city streets, and there are no improved shoulders or sidewalks. This street is the primary route used by school children who must walk or ride their bikes from the homes on Justeson and Macedo Avenues to Gridley's schools.

Streets of Local Significance

The number of alternate routes available to growth areas in the city and Sphere of Influence is currently very limited. Consequently, most existing streets are an important part of local circulation patterns. Most of the streets in the south half of the Sphere of Influence have only a 40-foot right-of-way, and relatively narrow paved travel lanes.

There is no pre-established roadway system surrounding most of the vacant properties that are already in the city (the Bozzo and Dunning properties in the northeast, the Ban Ranch in the west, and the school site and adjacent properties in the west). The circulation system in the southeast and southwest sphere was established by the Gridley Colonies about 1905. In the Colonies, cross-streets are provided every 2,600 feet, instead of every 300-600 feet as is the case with standard city "blocks."

B. EXISTING TRAFFIC LEVELS AND LEVELS OF SERVICE

The 1983 Circulation Element described the existing road system and analyzed it with a computer model, to identify potential congestion areas. The conclusions were:

1. At that time, there was no shortage of available parking in the downtown business area. With future growth and revitalization of downtown, more parking may be needed.
2. In 1983, Gridley's traffic was determined to be flowing freely. The only intersections identified at the time as experiencing slight traffic delays were:
 - (a) Intersection of Sycamore and Virginia Streets
 - (b) Intersection of Sycamore and Vermont Streets
 - (c) Magnolia Street
 - (d) Washington Street

These areas were determined to experience congestion due to insufficient numbers of north-south collectors.

Streets of Local Significance

There is limited data about existing or projected traffic levels on the streets in the city and Sphere of Influence. The traffic analysis included in Gridley's General Plan was prepared in 1982. It does not address development of many areas in the expanded Sphere of Influence.

One of Gridley's circulation system goals has been to route traffic away from existing residential neighborhoods as much as possible. In 1985, the city proposed to minimize traffic through the central city streets by directing most future development to the Highway 99 corridor. However, at that time new rural residential development was proposed for a number of properties in the northwest Gridley area -- some were already in the city (the Ban Ranch and the Randolph Avenue school site), and others would undoubtedly need sewer service at some point (the properties along West Biggs-Gridley Road, and Justeson and Macedo Avenues).

Future development of the Gridley-Biggs Corridor area has been proposed by both cities (the proposal is described in Section 5 of the General Plan Support Document; the location of the Corridor is illustrated in Figure 20 in Section 8 of that document).

Streets of Area-Wide Significance

Caltrans' 1990 traffic counts for Highway 99 in Gridley identified 15,100 ADT at Archer Avenue, and 15,900 ADT at East Gridley Road. There were 19,600 ADT south of the Spruce Street intersection, and 12,400 ADT north of the intersection. (The information is republished every year, but evidently no new counts have been taken.) A traffic analysis prepared in 1992 for the previously proposed Boeger project indicates that the 1990 traffic levels are consistent with a LOS higher than "D." The "D" rating is significant for reasons described in Section IV below.

TABLE 2 LEVEL OF SERVICE DEFINITIONS			
LEVEL OF SERVICE	SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION	ROADWAY
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 5.0 sec	Little or no delay. Delay ≤ 5 sec/vehicle	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 5.0 sec and ≤ 15.0 sec	Delay > 5 sec/vehicle and ≤ 10 sec/vehicle	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay > 15.0 sec and < 25.0 sec	Delay > 10 sec/vehicle and ≤ 20 sec/vehicle	Ability to maneuver and select operating speed affected.

TABLE 2 LEVEL OF SERVICE DEFINITIONS			
LEVEL OF SERVICE	SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION	ROADWAY
"D"	Congestions at critical approaches. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 25.0 sec and ≤ 40.0 sec	Delay > 20 sec/vehicle and ≤ 30 sec/vehicle	Unstable flow, speeds and ability to maneuver restricted.
"E"	Congestion with some long standing queues on critical approaches. Traffic queues may block nearby intersection(s) upstream of critical approach(es). Delay > 40.0 sec and ≤ 60.0 sec	Delay > 30 sec/vehicle and ≤ 45 sec/vehicle	At or near capacity, flow quite unstable.
"F"	Breakdown, stop-and-go operation. Delay > 60.0 sec	Long delays and queuing minor street approaches. Delay > 45 sec/vehicle	Forced flow, breakdown.
Sources: 1994 Highway Capacity Manual, TRB Special Report 209			

IV. PLANNED IMPROVEMENTS TO CIRCULATION SYSTEM

A. INTRODUCTION

To provide for all types of anticipated future circulation needs, the road system must have an adequate distribution of different road types, each serving a different function. The basic street system can be divided into the following four categories:

- (1) **Arterials** - Arterials are the largest type of street found in Gridley. Arterials can provide for through traffic movement between cities and through the city with limited direct access to abutting property. Sycamore and Spruce Streets are examples of arterials.
- (2) **Collector System** - Collectors provide for through traffic movement between areas and across the city with access to abutting property. Since the most important function of the collector system is to move large volumes of vehicles from one part of the city to another, they should be designated to connect areas with high volumes of traffic and important rural highways entering the city.

A properly designed and developed collector system will help define residential neighborhoods, industrial and commercial areas. Where possible, they should skirt residential neighborhoods. For minor collector and local streets to serve their intended purpose, major collector streets should not be more than one mile apart. The width standard for the system is 84 feet right-of-way for four lanes and parking for major collectors which carry unusually high traffic loads. Generally speaking, a four-lane major collector may carry up to 2,400 vehicles per hour during the peak hour, or 600 vehicles per hour per lane. A two-lane minor collector, with a 60-foot wide right-of-way, can carry up to 8,000 vehicles per day. Due to its projected population, Gridley's planned collector streets are all minor (two-lane) collectors.

- (3) **Local Street System** - Local streets provide direct access to abutting land, and provide for local traffic movement. Through traffic movement should be discouraged on local streets. Width standards for the local street system are 40 feet with parking, within a right-of-way of 60 feet. A number of existing local streets within the city have right-of-way widths of less than 60 feet. It may not be feasible to improve these streets to right-of-way widths of 60 feet. As development occurs on substandard streets, various dedication of right-of-way widths and/or elimination of on-street parking may be necessary.

The Circulation Element Diagram depicts Gridley's existing adopted circulation system, with proposed road extensions superimposed. These road extensions are recommended for purposes of:

- (a) Better accommodating existing local traffic circulation;
- (b) Accommodating local traffic generated by future growth occurring on land contiguous to existing development;
- (c) Improving circulation for local and through traffic in outlying areas presently in agricultural use;
- (d) Providing a network of major roads which will give definition to future residential neighborhoods and commercial areas.

Provision for proper circulation in Gridley also includes providing for pedestrian safety along the entire length of those routes most frequently taken by both pedestrians and vehicle traffic. The Circulation Element Diagram includes the designed pedestrian walkways to be the targets of a sidewalk construction program.

B. PROJECTED FUTURE TRAFFIC DEMAND AND LEVEL OF SERVICE

Gridley has identified a level of service (LOS) "C" for local designated arterial streets, LOS "D" for intersections with designated local arterial streets, and LOS "E" for State Highway 99.

In 1992, a traffic analysis was prepared for development of the Boeger site to high density residential uses (up to 600 homes on the 76-acre site). The 1998 Land Use Element limits development of the Boeger site to 300 homes. Also in 1992, an environmental impact report was prepared for the Gridley Industrial Area Specific Plan that includes a traffic analysis for development of the industrial area south of Gridley to the standards identified in the proposed Specific Plan (which has not been adopted).

C. PLANNED IMPROVEMENTS TO LOCAL CIRCULATION SYSTEM

As properties are developed, it will be necessary to extend or widen existing roads, and to construct new roads within the developing area. Street improvements that are

proposed or considered for Gridley's expanded Sphere of Influence are illustrated in the Circulation Diagram. On the west side of the highway, Vermont and Washington Streets will be extended to the north. East of the highway, Fairview Drive will be extended to connect properties in the north quadrant, and Bonnell Avenue should be extended to provide a route other than the highway for trips to locations within the area.

The following discussion connects each proposed improvement on the Circulation Element Diagram with a local issue specific to Gridley's circulation planning.

Issue: East-West Truck Route passing elementary schools and Post Office on Sycamore Street causes inconvenience, noise impacts and a threat to pedestrian safety.

Measure: If possible, arrange to consider converting West Biggs-Gridley Road/Sycamore Street corner to a rounded, more gradual curve to ease turns as trucks move between Colusa Highway and Spruce Street, and making Spruce the truck route rather than Sycamore.

Issue: Lack of collector roads in outlying agricultural areas to provide for future major circulation framework.

Criteria for collector network:

- (a) If possible, locate a major road (collector) at least once every mile in both directions.
- (b) Use existing roads where possible, (e.g., Little).
- (c) Where no road exists, extend an existing road (e.g., Block, Ord Ranch Road) in the best location for proper collector frequency.

Measure: As new development occurs, provide for construction of new roads and improvements to existing roads as shown on the Circulation Element Diagram.

Issue: Future Gridley area growth could result in traffic congestion unless preventive measures are taken.

- Measure:**
- (1) To avoid congestion on Highway 99 through town, encourage construction of the Caltrans-suggested freeway bypass route, with Gridley access, about ½ mile east of the present route. Also encourage construction of a frontage road to be located along the west side of the bypass, from East Gridley Road to Ord Ranch Road.
 - (2) In connection with environmental review for new developments, analyze which intersections will be impacted, the degree to which

impaction will occur, and what improvements are necessary to avoid either direct or cumulative impacts.

- (3) Establish appropriate funding mechanisms to insure developer pays for a share of improvements made necessary as a result of the development.

Issue: Some local streets do not connect with the overall circulation pattern.

Measure: As new development occurs, provide for construction of new roads as shown on the Circulation Element Diagram.

Issue: Some streets do not have sidewalks along the entire lengths of heavily traveled pedestrian routes, exposing school children, shoppers and senior citizens to traffic hazards. In some cases, landscaping and temporary structures have been placed in the right-of-way, forcing pedestrians to walk in the street.

Measure: Designate pedestrian walkways along streets having heavy pedestrian use, especially those also having heavy vehicle traffic. These walkways should cover the most frequently used pedestrian routes from origin to destination.

Identification of remaining problems:

1. Some existing and proposed collectors have inconsistent right-of-way widths, so that when they need to be expanded to full width according to standards for collectors (60-foot ROW or greater), some properties will have to be acquired.

Example: Little Avenue

2. Some residential areas have developed in solid blocks, bordering canals, leaving no room to put streets through. Development occurring on the other side of these blocks will have to go around them to get access to the city street system.

Example: South side of Little Avenue, between Randolph Avenue and Oregon Street

3. Optimal routing of east-west through traffic is dependent on construction of expensive new road extensions, for which funding sources must be found. While these should be built as soon as possible, limited funding availability may delay construction of needed improvements.
4. Some local streets have right-of-way widths of less than 60 feet, as shown in Table 3, and some have a curb-to-curb paved width of less than 40 feet, as shown in Table 4. If new development occurs adjacent to these streets, conditions of approval attached to any discretionary decision by the city should be reviewed on

a street-by-street basis. Traffic and pedestrian safety, existing setbacks and potential buildout should be considered during review of proposed projects.

TABLE 3
STREETS HAVING SUBSTANDARD RIGHT-OF-WAY WIDTH

STREET	RIGHT-OF-WAY WIDTH
Archer Avenue	40 feet
Jay Drive	56 feet
Laurel Street	50 feet (Idaho to Randolph)
Little Avenue	40 feet
Locust Street	50 feet (west of Idaho)
Magnolia Street	18 feet (west of Idaho)
Norman Street	40 feet
Obermeyer Avenue	40 feet
Orange Avenue	20 feet
Oregon Street	50 feet (south of Locust)
Sierra Vista	50 feet
Vermont Street	50 feet (south of Locust)
Vista del Rio	50 feet

TABLE 4
STREETS HAVING CURB-TO-CURB WIDTHS OF LESS THAN 40 FEET

Jackson Street
Sage Street
Fairview Drive
Cherry Street
Peach Street, from West Biggs-Gridley Road to Oregon Street
Idaho Street, from Sycamore Street to Peach Street

5. Truck traffic through Gridley, particularly on Sycamore Street, is an ongoing concern because of schools located along the route. A variety of alternatives continue to be studied.

D. PLANNED IMPROVEMENTS TO REGIONAL CIRCULATION SYSTEM

Proposed Improvements to the Area-Wide Circulation System

Proposed area-wide improvements are also illustrated on the Circulation Element Diagram, Figure 1-A. The improvements include two new railroad crossings, and realignment of the West Liberty Road intersection at Highway 99. The new railroad crossings have been included in Gridley's area plans since 1960. The proposed realignment of West Liberty Road is relatively recent. The draft specific plan for the industrial area south of Gridley indicates it may be necessary to signalize the West Liberty intersection if the area is developed to a density of 7 persons per acre as proposed. The draft plan noted that vehicles waiting to turn left from the highway onto West Liberty Road could block the Hollis Lane intersection; therefore, the plan recommended that West Liberty Road be realigned to intersect with the highway opposite Hollis Lane. The estimated cost of the realignment in 1992 was \$500,000.

The city has committed \$350,000 as its contribution to the Highway 99 improvement project that includes widening the highway between Magnolia Street (East Gridley Road) and Spruce Street, installation of a continuous left-turn lane, and coordination of new and existing traffic signals. The total estimated total cost of the project is approximately 2 million dollars. The city is seeking additional funding for the project from Caltrans.

The city would like to have a traffic signal at the intersection of the highway with Cherry Street, because of pedestrian and vehicle traffic associated with the adjacent shopping center. However, Caltrans evidently discourages placement of signals at three-way intersections, and the agency has indicated they will not pay for a signal at that location.

Street improvements proposed for the south Gridley area on the west side of Highway 99 include extensions of Washington Street and Obermeyer Avenue into the area. These new streets will minimize direct access to Highway 99 (as required by Caltrans), and will make it possible to divert a significant amount of truck traffic from the central portion of the city.

Traffic studies should be prepared as areas develop, so that impacts to intersections and to sections of roads outside the city can be assessed, appropriate improvements can be identified, and the cost of the improvements can be assigned in an appropriate manner. The city is unaware of any improvements scheduled by Caltrans for the 1995-2015 planning period.

Proposed Highway 99 Bypass

Selection of the route: In 1963, "the Highway Department of the State of California ... submitted three proposed routes for the enlargement of the present 99 E, to make the same into a freeway, said routes so proposed being described and named as follows: Alternate "A" just easterly of the easterly border of the City of Gridley. Alternate "J"

roughly through the present route of 99 E, which is within the City of Gridley and divides the City. Alternate "G" which is just at the westerly border partly within the city limits of the City of Gridley and cuts the city off from the west." In Resolution No. 3, quoted above, City Council endorsed Alternate "A" as the route of the freeway past the city, because it "will in no wise cut or divide it, but will leave roads to the east at least one of which will have to have an overpass, but which is the least populated and the most economical route so far as the City of Gridley is concerned."

Description of the route: The route established by the State in 1963 will separate from the existing highway at the south Butte County line, south of Evans-Reimer Road. It will "bypass" both Gridley and Biggs, and rejoin the existing highway immediately south of Hamilton Road south of the Oroville Dam Afterbay. The location of the route within the Sphere of Influence is illustrated on Figure 3.

Status of the route: In the 1970's, Caltrans acquired almost 50% of the properties within the right-of-way adjacent to Gridley and the 1985 Sphere of Influence for the city. Figure 4 illustrates the location of the properties acquired by the State. The Highway 99 bypass was to be part of an interstate highway system on the east side of the Sacramento River, evidently comparable to Interstate 5 west of the river. However, State funding difficulties and environmental concerns delayed construction for more than a decade.

A 1990 Caltrans report indicates that in 1982, the route adoption was evaluated by the California Transportation Commission (CTC) for possible rescission. That action was strongly opposed by Sutter County, Live Oak, Gridley, and the Sacramento Area Council of Governments (SACOG). Caltrans recommended the route adoption be maintained due to local opposition to rescind, the demonstrated future need for the facility by local governments, future traffic projections, and the lack of options to improve the route on the existing alignment.

In 1988, SACOG and the Butte County Association of Governments (BCAG) joined forces to sponsor a study for the purpose of developing a prioritized list of major transportation service in the SR 70/99 Corridor. The CTC added their support by requesting that the study determine a routing for a divided expressway (which later could be converted to a freeway) connecting Sacramento and Chico. The preferred route for the connection was determined to be Highway 70. (Source: Corridor Study News, August 1990). Although there were recent attempts by Sutter County to change the preferred route to Highway 99, Highway 70 remains the preferred route.

After Route 70 was selected, Live Oak and Gridley received proposals for development within the bypass corridor route (the Bozzo subdivision in Gridley). In November, 1990, the CTC reviewed the proposed Highway 99 bypass to determine if it in fact continues to be a viable transportation corridor. The Caltrans report (dated 11/21/90) concluded that the bypass is "even more critical for continued preservation due to traffic demand projected in the corridor. An expressway facility will be pivotal in any jurisdiction's plans for growth. Without reservation of the corridor now there is little to no chance of a 4-lane expressway...."

The 1990 report indicates that the Route 70 improvements were to be completed in 20 years. However, funding has not been available to complete all required studies, and actual construction is likely to be delayed for many years. The obvious consequences of the delay is that construction of the Gridley bypass will be postponed even longer.

Projected need for the route: According to the 1990 Caltrans report, cumulative traffic impacts from existing, proposed and projected development in and around Live Oak and Gridley and in the two county areas are extremely significant. Existing State Route 99 -- which is a non-access controlled, 2-lane facility -- "cannot handle projected traffic in the 10-20 year horizon at even modest development trends. Level of service E and F will be common on the route with extended peak hour periods."

The report indicates that between 1980 and 1990, traffic increased 31% at Magnolia Street in Gridley. In 1990, the average annual daily traffic (AADT) at Magnolia Street was estimated at 18,500. In the Route 99 Concept Report, Caltrans estimated that by 2010, the level of service experienced in the Gridley area will be F, with 24,600 AADT and perhaps as high as 30,000 AADT through Gridley.

Construction of the Route 70 freeway will have little potential to divert traffic from Route 99, according to the 1990 report. Caltrans notes that the 70/99 Corridor Study was not intended to negate future planning and construction of less than freeway improvements on the non-selected route. While Route 70 will be the major through full freeway route from Sacramento to Chico, a 4 lane expressway on the adopted alignment around Live Oak and Gridley will be critical to serve local growth. The report warns that in all probability, removal of the route from local general plans, or approval of incompatible zoning or subdivision maps that allow development in the corridor, will foreclose all opportunities for construction of any new alignment bypassing Gridley.

Estimated cost of the bypass: Construction costs were estimated to be \$36 million in the 1990 Caltrans report. The estimate assumes a 4-lane expressway with at grade intersections except for railroad crossings.

Caltrans recommendations regarding the route: The 1990 Caltrans report made several recommendations regarding actions that should be taken by jurisdictions that would be served by the bypass:

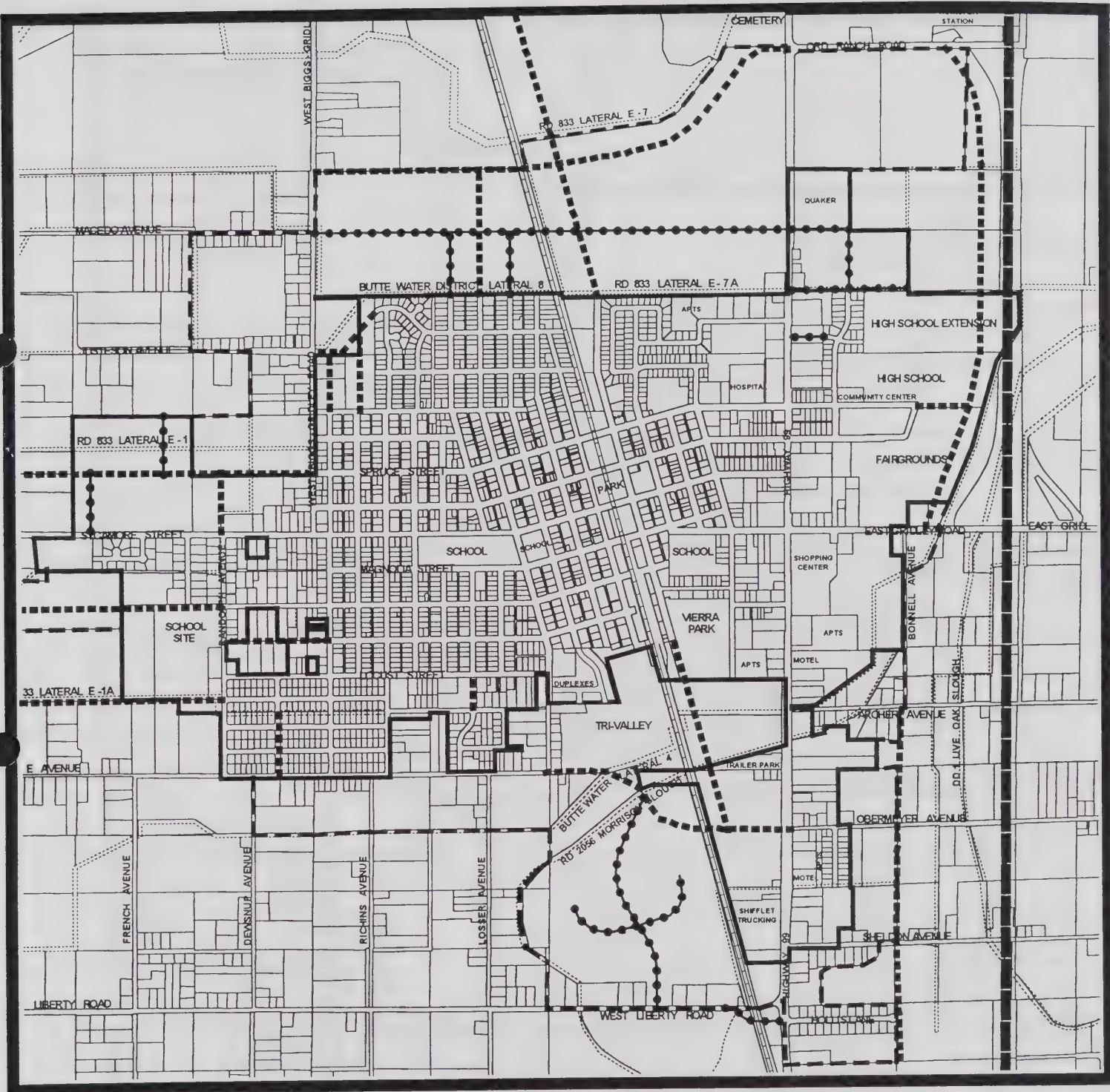
- "Continue to protect the corridor from development by local General Plan actions including zoning in non conflicting uses such as agriculture and open space until at least such time as a partial STIP commitment is made by the CTC for right-of-way reservation or construction of the route."
- "Move toward an assessment of cumulative development impacts in the area on transportation infrastructure on and off the existing and adopted state highway route (including local streets and roads). A comprehensive development fee ordinance should be adopted and implemented based on cumulative traffic impacts versus development by development impacts."

- "Adoption and implementation of development fees before development is in place is critical to growth plans of the area and maintenance and improvement of the quality of life in its communities."

E. PLANNED SOURCES OF FUNDING

The cost of constructing new streets to serve a project will be paid by the project developer. Developers are also expected to pay the cost of improving the existing streets that are adjacent to the project site. The cost of improving existing streets varies, depending upon the width of the existing pavement, the grade of the existing street, whether it is a collector or arterial, and how many utility poles happen to be located along the frontage of the property.

If new railroad crossings are to be constructed, existing residents will probably have to share the cost. Public funds may also have to be used before improvements can be made to Highway 99 and intersecting streets (such as Cherry Street and West Liberty Road). However, new development should contribute to the cost of making such improvements, and traffic studies should be prepared so the city can establish a street improvement fee and capital improvement program.



CITY OF GRIDLEY

CIRCULATION ELEMENT

CIRCULATION ELEMENT DIAGRAM PROPOSED NEW ROADS

- ADOPTED NEW ROADS
- PROPOSED NEW ROADS
- BOUNDARY OF CITY LIMITS
- BOUNDARY OF SPHERE
- DITCHES / EASEMENTS

NOTE:

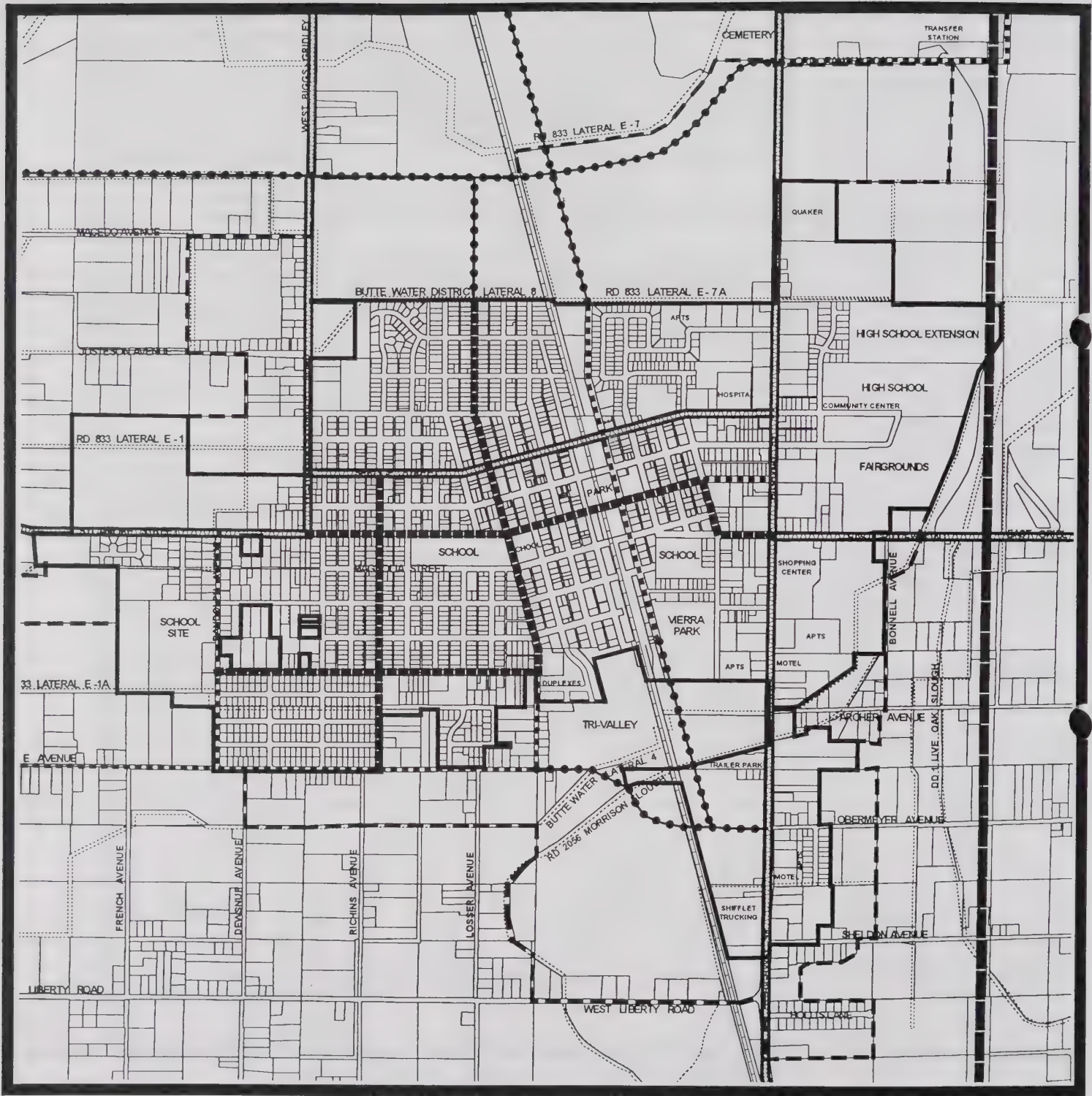
AN EXTENSION OF BONNELL AVENUE TO INTERSECT WITH ORD RANCH ROAD, AND AN EXTENSION OF VISTA DEL RIO TO INTERSECT WITH HIGHWAY 99, SHALL BE DESIGNED SUCH THAT THE CENTERLINE OF THE EXTENDED STREET EITHER ALIGNS WITH OR IS 400 FEET OFFSET FROM THE CENTERLINE OF STREETS ENTERING UPON THE OPPOSITE SIDE, IF AT ALL POSSIBLE.

0 600 1000 2000



FIGURE 1-A

July, 2000



CITY OF GRIDLEY

CIRCULATION ELEMENT

CIRCULATION ELEMENT DIAGRAM ARTERIALS AND COLLECTORS

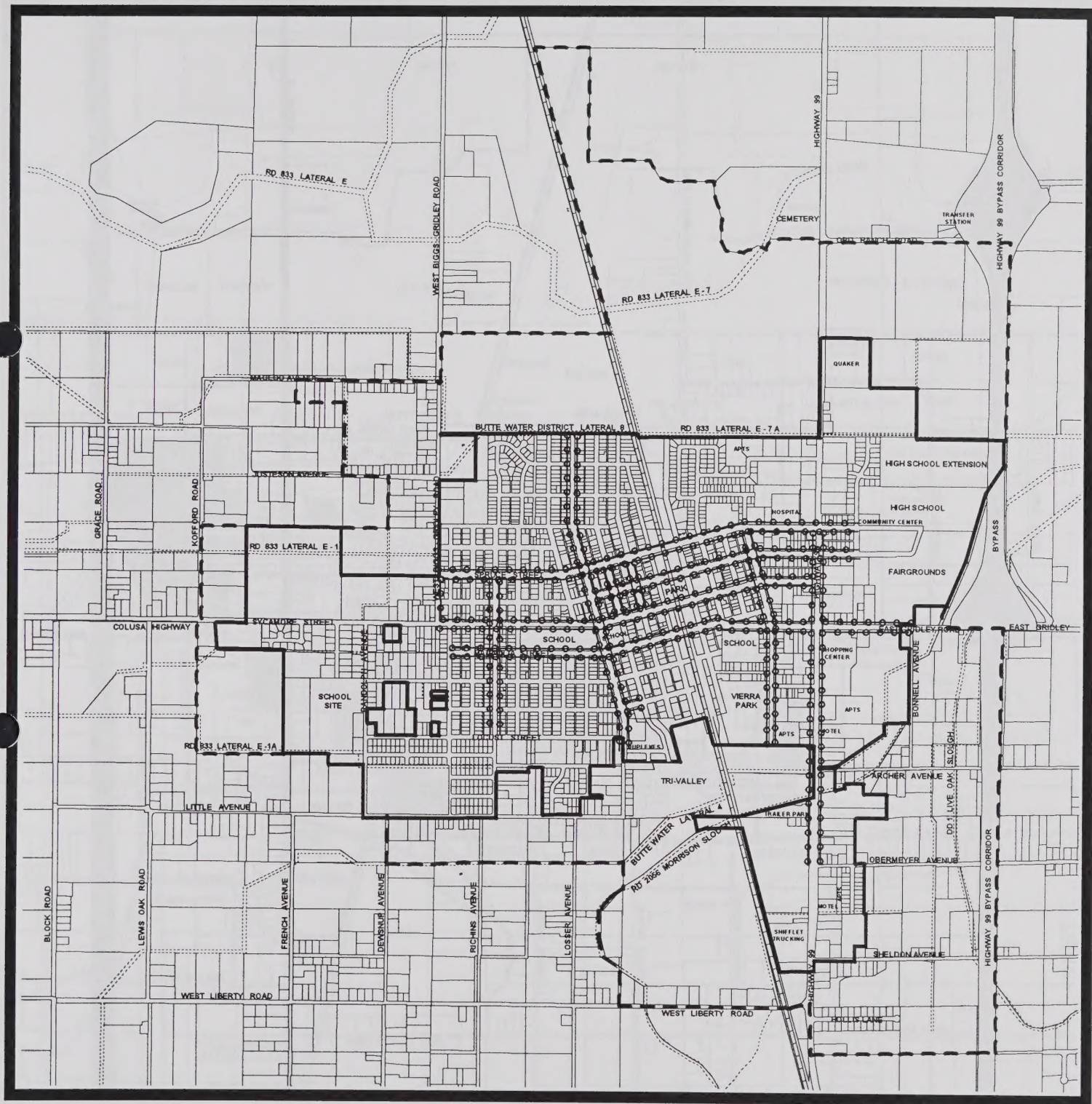
AS MODIFIED BY GRIDLEY CITY COUNCIL ON JUNE 5, 2000



July, 2000

- | | | | |
|--|----------------------------|--|-------------------------|
| | EXISTING ARTERIAL | | BOUNDARY OF CITY LIMITS |
| | STATE-PROPOSED NEW HIGHWAY | | BOUNDARY OF SPHERE |
| | EXISTING MINOR COLLECTOR | | DITCHES / EASEMENTS |
| | PROPOSED MINOR COLLECTOR | | |
| | EXISTING MAJOR COLLECTOR | | |

FIGURE 1-B



CITY OF GRIDLEY

CIRCULATION ELEMENT

CIRCULATION ELEMENT DIAGRAM PEDESTRIAN WALKWAYS

AS ADOPTED BY GRIDLEY CITY COUNCIL ON DECEMBER 19, 1983

- ○ ○ ○ ○ PEDESTRIAN WALKWAY
- BOUNDARY OF CITY LIMITS
- - - - - BOUNDARY OF SPHERE
- DITCHES / EASEMENTS

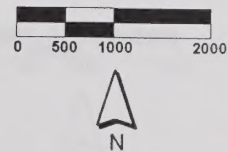
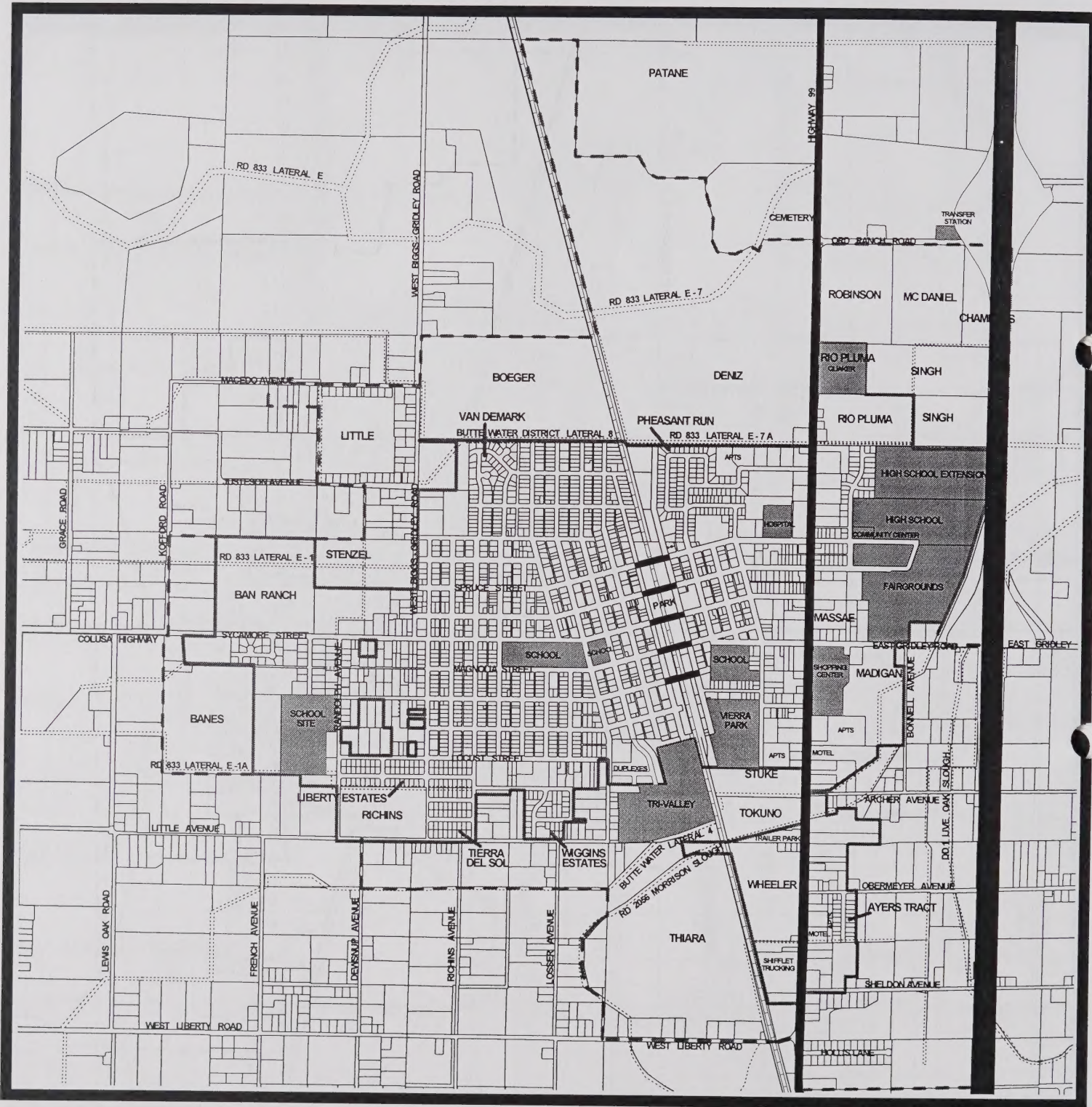


FIGURE 1-C

June 10, 1999



CITY OF GRIDLEY

CIRCULATION ELEMENT

SIGNIFICANT LOCATIONS

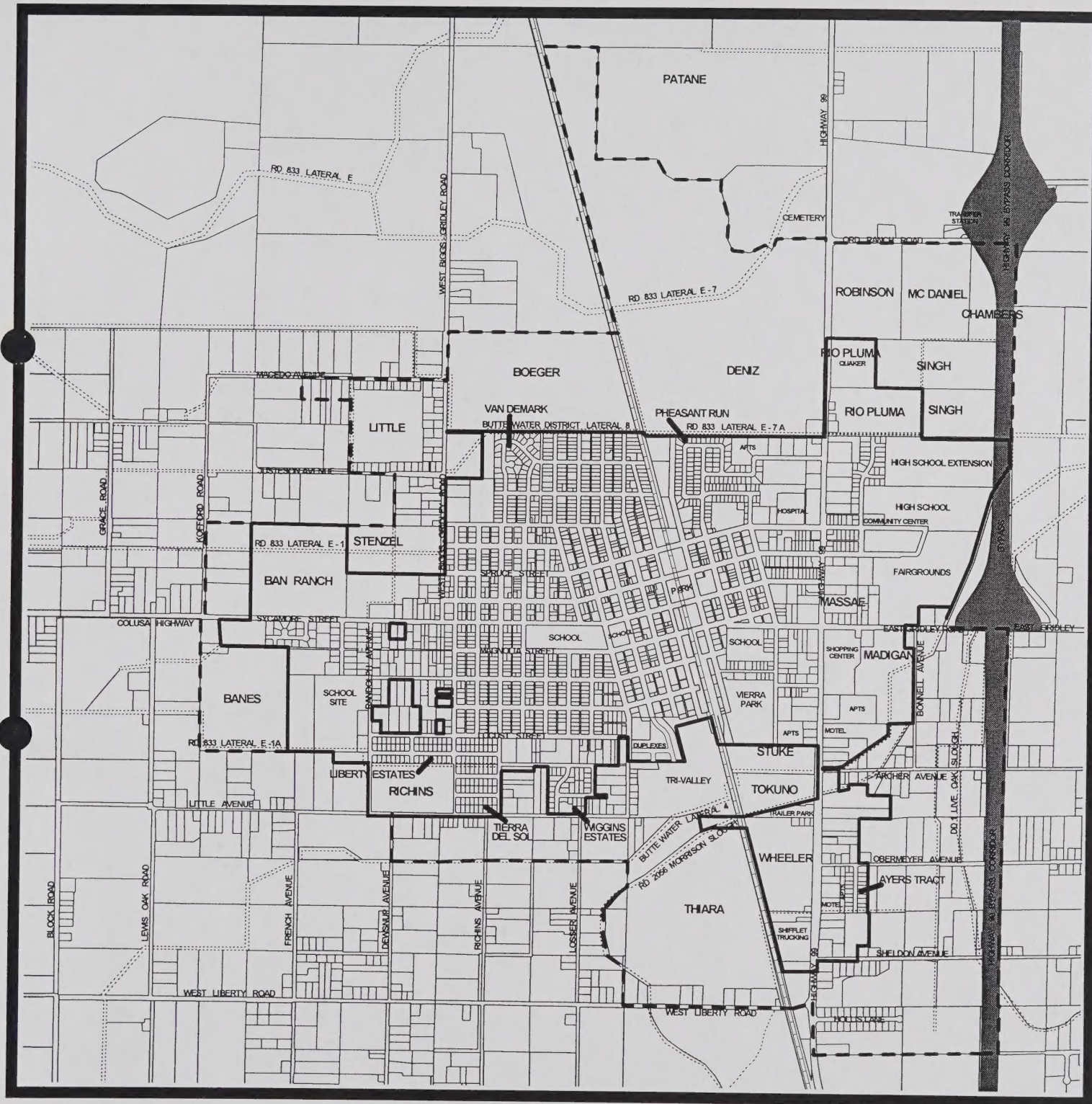
- DESTINATIONS
- TRANSPORTATION ROUTES
- BOUNDARY OF CITY LIMITS
- BOUNDARY OF SPHERE
- DITCHES / EASEMENTS

0 500 1000 2000



FIGURE 2

June 10, 1999



CITY OF GRIDLEY

CIRCULATION ELEMENT

LOCATION OF HIGHWAY 99 BYPASS

— FUTURE HIGHWAY 99 BYPASS

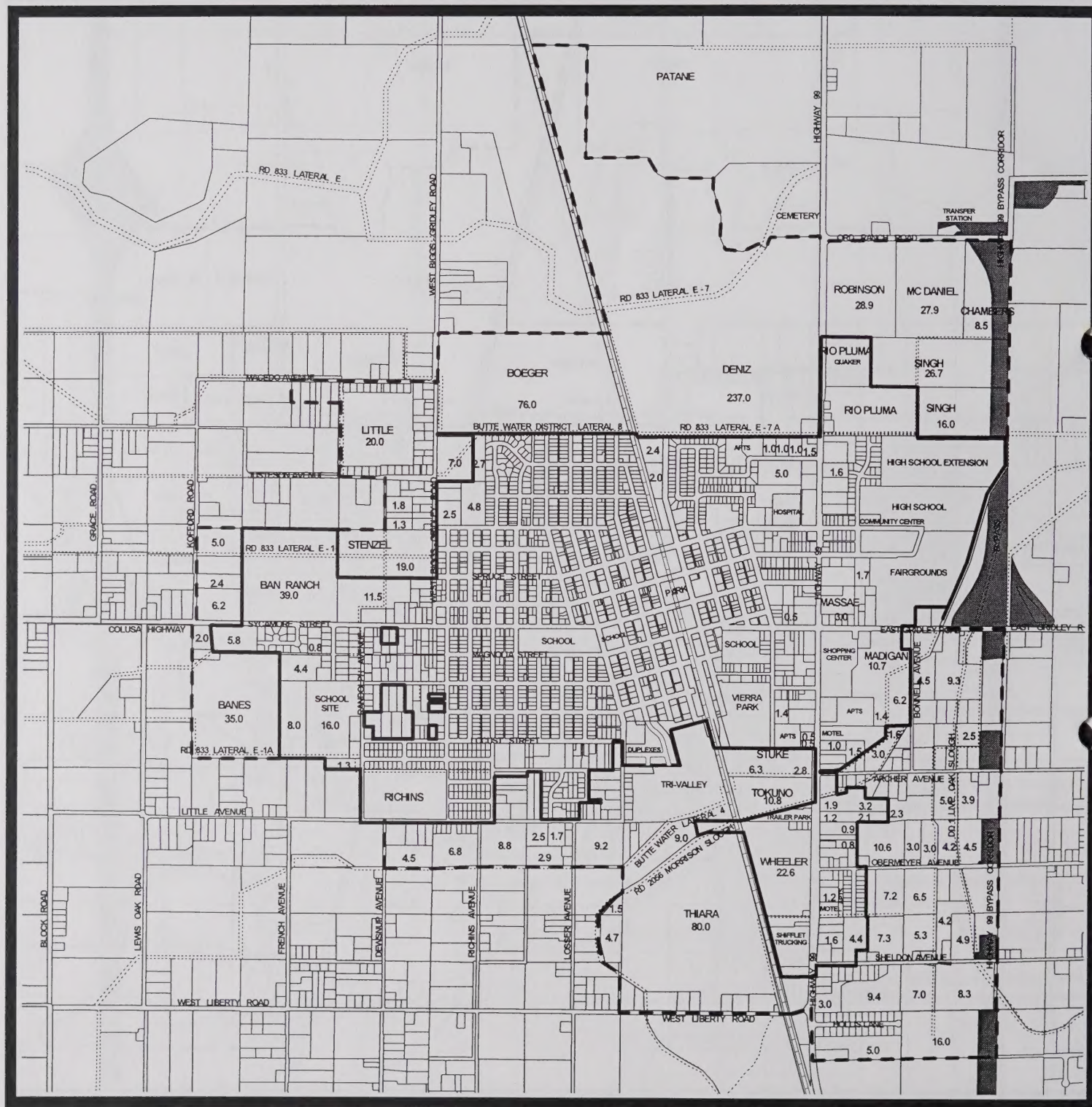
— BOUNDARY OF CITY LIMITS
- - - BOUNDARY OF SPHERE
~~~~~ DITCHES / EASEMENTS

0 500 1000 2000



FIGURE 3

June 10, 1999



CITY OF GRIDLEY

CIRCULATION ELEMENT

PROPERTY ACQUISITIONS FOR HIGHWAY 99 BYPASS

- PROPERTIES ACQUIRED BY CALTRANS FOR HIGHWAY 99 BYPASS
- BOUNDARY OF CITY LIMITS
- BOUNDARY OF SPHERE
- DITCHES / EASEMENTS

NOTE: NUMBERS REPRESENT ACREAGE OF LOTS MOST EASILY DEVELOPED TO TWO MORE HOMES OR SIMILAR NON-RESIDENTIAL USES.

June 10, 1999

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FIGURE 4